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Montreal Tramway, 5s, 1941
N. Indiana C. & E., 6s, 1952
P. S. of N. Illinois, 5s, 1956
United Lgt. & R'way, 6s, 1952

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BRANCH OFFICE, DALLAS, TEX.

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25 Phelps Dodge Corp.
100 Pacific Coast Com. & 2d Pfd.
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100 Penna. Coal & Coke
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BIG RAILROADS EARN OVER 1921 FIGURES

Many Lines Show Effects of Strike, Especially the Coalers.

Class 1 railroads of the country will make a better showing for July than previously estimated, according to the assertion made by operating officials yesterday. In some quarters it is suggested that the aggregate net railway operating income for July may approximate the level recorded in July of last year, about \$200,000,000.

While the first few reports submitted indicated unfavorable conditions, it is understood that about half of the total Class 1 carriers have already made returns, indicating as good if not better earnings than those recorded last year at this time.

Some coal carrying lines were particularly hard hit, while other important systems in the western section of the country showed up well. Such lines as Great Northern, Northern Pacific, Missouri Pacific, Atlantic Coast Line, Nickel Plate, Chicago, St. Paul, Minneapolis & Omaha, Pittsburgh & Lake Erie and St. Louis Southwestern all made gains in net operating income. A slight loss was noted in net for the New York Central, while Delaware & Hudson showed a sharp decline. Jersey Central, Michigan Central and Texas & Pacific were also lower in net income, while the Buffalo, Rochester & Pittsburgh, Virginia and Detroit Toledo & Ironton showed the effects of the strikes.

Comparative figures covering gross revenues and net operating income of several roads are:

NEW YORK CENTRAL.	
July gross.....	\$27,943,312
Net operating income.....	\$2,256,176
July gross.....	\$27,943,312
Net operating income.....	\$2,256,176
GREAT NORTHERN.	
July gross.....	\$8,142,993
Net operating income.....	\$1,073,147
July gross.....	\$8,142,993
Net operating income.....	\$1,073,147
NORTHERN PACIFIC.	
July gross.....	\$7,877,354
Net operating income.....	\$774,890
July gross.....	\$7,877,354
Net operating income.....	\$774,890
MISSOURI PACIFIC.	
July gross.....	\$7,703,728
Net operating income.....	\$628,162
July gross.....	\$7,703,728
Net operating income.....	\$628,162
CHICAGO & NORTHWESTERN.	
July gross.....	\$6,519,313
Net operating income.....	\$1,314,302
July gross.....	\$6,519,313
Net operating income.....	\$1,314,302
BOSTON & MAINE.	
July gross.....	\$6,319,313
Net operating income.....	\$1,314,302
July gross.....	\$6,319,313
Net operating income.....	\$1,314,302
ATLANTIC COAST LINE.	
July gross.....	\$4,438,129
Net operating income.....	\$584,405
July gross.....	\$4,438,129
Net operating income.....	\$584,405
CENTRAL OF NEW JERSEY.	
July gross.....	\$3,988,127
Net operating income.....	\$4,630,517
July gross.....	\$3,988,127
Net operating income.....	\$4,630,517
LONG ISLAND.	
July gross.....	\$3,855,432
Net operating income.....	\$1,074,715
July gross.....	\$3,855,432
Net operating income.....	\$1,074,715
NEW YORK, CHICAGO & ST. LOUIS.	
July gross.....	\$3,145,817
Net operating income.....	\$2,832,365
July gross.....	\$3,145,817
Net operating income.....	\$2,832,365
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.	
July gross.....	\$2,323,272
Net operating income.....	\$2,280,540
July gross.....	\$2,323,272
Net operating income.....	\$2,280,540
DELAWARE & HUDSON.	
July gross.....	\$2,220,642
Net operating income.....	\$1,064,731
July gross.....	\$2,220,642
Net operating income.....	\$1,064,731
TEXAS & PACIFIC.	
July gross.....	\$2,111,116
Net operating income.....	\$388,010
July gross.....	\$2,111,116
Net operating income.....	\$388,010
PITTSBURGH AND LAKE ERIE.	
July gross.....	\$1,932,871
Net operating income.....	\$1,521,232
July gross.....	\$1,932,871
Net operating income.....	\$1,521,232
NASHVILLE, CHATTANOOGA AND ST. LOUIS.	
July gross.....	\$1,844,744
Net operating income.....	\$1,833,173
July gross.....	\$1,844,744
Net operating income.....	\$1,833,173
MAINE CENTRAL.	
July gross.....	\$1,808,123
Net operating income.....	\$1,350,608
July gross.....	\$1,808,123
Net operating income.....	\$1,350,608
VIRGINIAN RAILWAY.	
July gross.....	\$1,415,114
Net operating income.....	\$1,549,525
July gross.....	\$1,415,114
Net operating income.....	\$1,549,525
DETROIT, TOLEDO AND IRONTON.	
July gross.....	\$1,307,372
Net operating income.....	\$1,443,532
July gross.....	\$1,307,372
Net operating income.....	\$1,443,532
BUFFALO, ROCHESTER AND PITTSBURGH.	
July gross.....	\$1,095,196
Net operating income.....	\$1,095,196
July gross.....	\$1,095,196
Net operating income.....	\$1,095,196
CAROLINA, CLINTONVILLE & OREGON.	
July gross.....	\$824,202
Net operating income.....	\$844,854
July gross.....	\$824,202
Net operating income.....	\$844,854
RUTLAND RAILROAD.	
July gross.....	\$482,029
Net operating income.....	\$484,328
July gross.....	\$482,029
Net operating income.....	\$484,328
TOLEDO & OHIO CENTRAL.	
July gross.....	\$419,354
Net operating income.....	\$420,781
July gross.....	\$419,354
Net operating income.....	\$420,781
BANGOR & AROOSTOOK.	
July gross.....	\$406,574
Net operating income.....	\$371,188
July gross.....	\$406,574
Net operating income.....	\$371,188
DETROIT & MACINAC.	
July gross.....	\$180,802
Net operating income.....	\$184,180
July gross.....	\$180,802
Net operating income.....	\$184,180
BUFFALO & ROSHECHAMPEL.	
July gross.....	\$150,381
Net operating income.....	\$150,381
July gross.....	\$150,381
Net operating income.....	\$150,381
ST. LOUIS SOUTHWESTERN SYSTEM.	
July gross.....	\$1,828,337
Net operating income.....	\$1,973,063
July gross.....	\$1,828,337
Net operating income.....	\$1,973,063
PENN. VALLEY.	
July gross.....	\$1,710,117
Net operating income.....	\$1,710,117
July gross.....	\$1,710,117
Net operating income.....	\$1,710,117

Revenue receipts and expenditures at close of business August 29.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Aug. 29.

Revenue receipts and expenditures at close of business August 29.

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This is the first preferred stock of a property we have managed for over 20 years. The conservative capitalization of the company is evidenced by the fact that, even under dull business conditions and with relatively low lighting and power rates, the balance after interest charges amounts to about three times the dividend on this stock.

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\$11,158,442 DEFICIT IS CUT TO \$1,124,070

American Agricultural Chemical Company Sees Good Outlook Also.

The annual report of the American Agricultural Chemical Company and its subsidiaries for the fiscal year ended June 30, 1922, shows a net operating deficit of \$11,158,442 after all charges, including interest, reserves, plant depreciation and depletion, contrasted with a deficit of \$1,124,070 in the preceding fiscal year.

The company's consolidated income, after operating charges and interest on notes payable, was \$2,244,145, against \$1,124,070 in the previous year. The charges for depreciation and depletion were \$1,446,498, compared with a write off of \$5,022,132 in 1921, while reserves for freight, commissions, doubtful accounts, etc., were \$2,385,445, against \$1,124,070 in 1921.

The profit and loss surplus as of June 30, 1922, was \$1,546,579, compared with \$2,680,960.

The balance sheet of June 30, 1922, shows current assets of \$3,887,883, contrasted with only \$7,076,941 in current liabilities. Its assets included \$1,880,286 in accounts receivable, \$1,796,262 in notes receivable, \$13,313,302 in inventories, \$2,488,617 in cash and \$384,735 in United States and Dominion of Canada bonds.

Current liabilities included \$1,358,998 in accrued taxes and accounts payable, \$4,806,356 in notes payable and \$1,015,587 in accrued interest on bonds.

Robert S. Bradley, chairman of the company's board, said that since the last annual report agricultural conditions have materially improved, and though the demand for fertilizers has not yet returned to normal, the situation is encouraging. He added that if the price of cotton should remain around its present figure the demand for fertilizers in the Southern States will be considerably increased next spring. On account of more favorable credit conditions in the North, Mr. Bradley said, a relatively larger tonnage of fertilizer has been sold, although keen competition has kept down prices.

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